

# PM For Patrioteers



There's nothing better than powerful PM for the Patriot system. For instance:

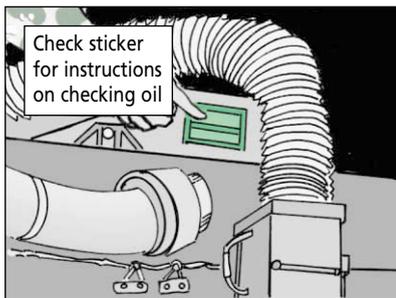
## Antenna Mast Group

When operating the two pneumatic pumps on the AMG, take the pumps' cover completely off. Otherwise, heat becomes so intense that it melts the plastic guard over the fan. Then the motor overheats.



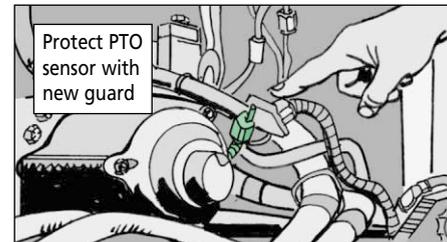
## EPP3

Remember the oil levels will be different depending on whether the EPP3 is shut down or running. If you check the oil while the generator is running, the level will be lower. Then you mistakenly overfill with oil and pop the seals. See the sticker above the EPP3 dipstick for the proper way to check the oil. The generator normally uses oil, so check the oil level daily in the field.



## M983 Truck

Watch your feet around the M983's sensor for the power take-off (PTO). It is often snapped off by a misplaced boot, especially when crews are putting up camouflage or doing PMCS. No sensor deadlines the truck.



You can now order a PTO guard with NSN 3020-01-426-4824.

Don't check the M983's transmission fluid without letting the engine warm up to operating temperature. Crews are checking the fluid with the engine cold and that gives a low reading. Too much fluid is added to the transmission and that blows transmission seals. The engine temp should 160°F for the check. Add just enough fluid to reach the HOT RUN on the dipstick.

During weekly PMCS, check for the dust caps for the four rear brake chambers. The old-style caps often disappear and without them dirt gets in the brakes and weakens their stopping power. It's a good idea for your repairman to keep extra caps on hand. He can order them with NSN 5340-01-163-2073. Newer dust caps are held in place with a screw.

